

1985 FORD RANGER

America's Truck — Built Ford Tough





Donald E. Petersen
President

Ford Motor Company
The American Road
Dearborn, Michigan 48121

Dear New Truck Buyer:

Quality is Job 1 at Ford Motor Company. This isn't just a phrase. It's a commitment to total quality.

Total quality begins with the design and engineering of our trucks and continues through the life of the product. We plan them with a vision of the customer — of you — sitting behind the wheel of a new truck.

Total quality will be apparent to you through functional performance, overall vehicle integrity, the "look and feel" of materials, satisfying aesthetics, safety, serviceability and cost of ownership.

Total quality requires continuous improvement in everything we do. Every employee at Ford Motor Company is involved in the process of meeting your needs and expectations.

I think the 1985 Ranger is an excellent example of the quality I'm talking about. It combines thrifty compact pickup size and surprising interior room with driver-oriented design and advanced engineering features. These plus built-Ford toughness in 4x2 and 4x4 models that offer you state-of-the-art pickup technology.

I invite you to look over our new 1985 Ford trucks in your dealer's showroom. Test drive them on the road. When you do, I think you'll understand all that's involved in the total quality concept at Ford Motor Company.

Donald E. Petersen

Donald E. Petersen
President
Ford Motor Company



Ranger XLT



Ranger



Ranger XL



Ranger XLS

FORD RANGER FOR 1985

Compact Ford Ranger shares many built-Ford-tough design features with its big brother, the full-size F-Series Pickup. A rugged ladder-type frame, double-wall construction, Twin-I-Beam independent front suspension and a high payload capacity make Ranger ready to work or play hard. For extra traction or off-roading, there's Ranger 4x4. Choose the well-equipped **Standard Ranger** or one of three specially equipped models: **Ranger XL**, **Ranger XLT** and the sporty **Ranger XLS**. All are built with Ford's Company-wide commitment to quality.

Front and back covers: Ranger XLT 4x4 (some equipment shown may be optional).

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A word about this catalog:

Some of the equipment shown or described throughout the catalog is available at extra cost.



QUALITY AND WORKMANSHIP

Ford Motor Company is committed to building trucks that meet the high quality standards expected by those who drive them.

Every aspect of truck design has a purpose, whether it be load capacity, strength, aerodynamic efficiency or interior comfort.

Engineering systems — the engine and suspension, for example — are manufactured and assembled under strict quality controls.

The hood, doors, tailgate, moldings — everything has stringent fit tolerances. The paint finish is smooth and lustrous.

Behind the quality of every Ford truck are the dedicated people who produce it.

Design and engineering, where quality begins.

Quality demands that before a truck can be built right, it must first be designed and engineered right.

Today, engineers can measure with amazing accuracy how a truck responds to actual on- or off-road conditions long before it is built. It's done with simulations of full-scale vehicles and individual components in action on computer screens.

Vehicles can be driven around pylons at various speeds, climb steep grades, run over potholes, just as they would be in real testing at a proving ground. The computer displays in close detail the intricate movements of the suspension and other systems. They're evaluated to high standards of performance, redesigned and retested if necessary.



Ford's extensive corrosion testing includes a salt bath, which exposes all areas of Ranger's underbody to corrosive spray. It's just one of several salt corrosion test environments, which include salt spray booths, salted road surfaces and high-temperature, high-humidity test cells.

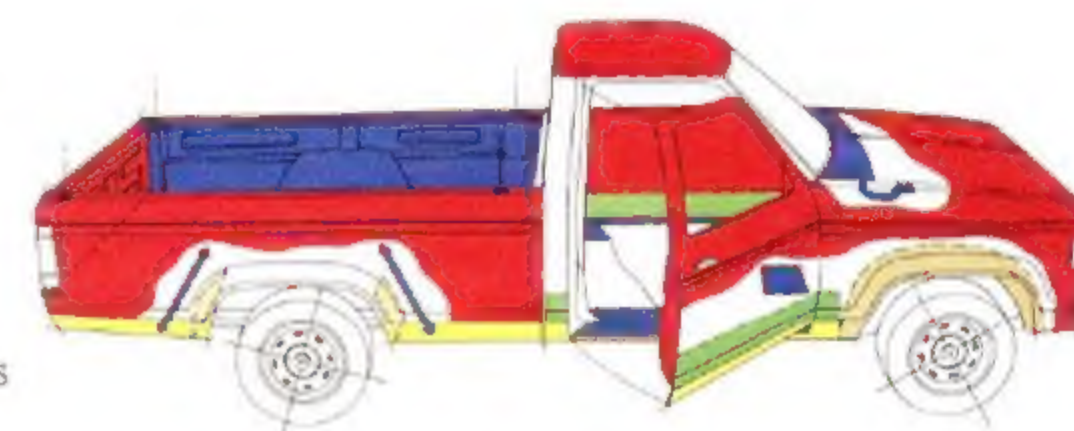
Left: Ranger XLT 4x4 shown with optional Deluxe Two-Tone paint, black rear step bumper, low-mount western swingaway mirrors, sliding rear window, 2.8L V-6 engine, and cast aluminum wheels.

Even with this advanced technology, however, the art of truck design and engineering remains in the hands of designers and engineers. The computer is there to assist them.



Withstanding stress. The ultimate test of a truck's quality.

Drivers expect their trucks to function properly in everyday use. So Ford trucks are road-tested over hundreds of thousands of miles, are subjected to extreme stress and load conditions over paved and unpaved surfaces, up and down steep grades, through corrosive salt baths. They run the full course of demanding acceleration, cornering and braking maneuvers.



Special quality steps. Ford uses many anti-corrosion treatments to help protect Ford trucks. Illustrated here are some of these effective measures:

- Aluminized wax
- Galvanized metal
- Plastic parts
- Zinc-coated metal
- Urethane anti-corrosion spray

But even before these road tests, Ford engineers put prototype trucks through numerous laboratory tests. The Electrodynamic Actuator, for example, drives a truck continuously under a variety of road and weather conditions. One objective is to eliminate squeaks and rattles caused by bumps and jolts and the effects of hot and cold temperatures.

Computers, robots and lasers in manufacturing and assembly.

Monitoring engine performance, checking electrical systems for accuracy, helping ensure smooth paint applications for finish quality — these are some of the vital roles that computers play in the assembly of Ford trucks.

Ford places great importance also on robotics to achieve high quality in fit, finish and function. Robots are programmed to provide consistency and control to an extraordinary degree. They can do hundreds of welds on a truck body quickly, completely, with the precision the blueprints demand.



Double-wall construction is used in the roof, hood, doors, pickup box sides, and tailgate to increase the structural rigidity of the sheet metal.

The laser, another advanced-technology tool, helps improve quality by providing accurate measurement of everything from engine castings and door margins to nuts and bolts and fasteners.

Ingenuity and teamwork. The essential ingredients of high quality.

At Ford, striving for high quality is a team effort. This is nowhere more evident than in the hundreds of recommendations for quality improvements submitted every year by more than 1,100 Employee Involvement (EI) groups in 65 Ford plants across America.

In addition to the EI groups, there are "durability-reliability" teams specially trained to carry out extensive quality control programs before production begins, and "quality" teams whose primary responsibility is quality improvement after production gets under way.

With all the technology and resources at work producing quality products, the people at Ford realize that quality is a never-ending preoccupation. This attitude is essential to Ford's total commitment to quality.

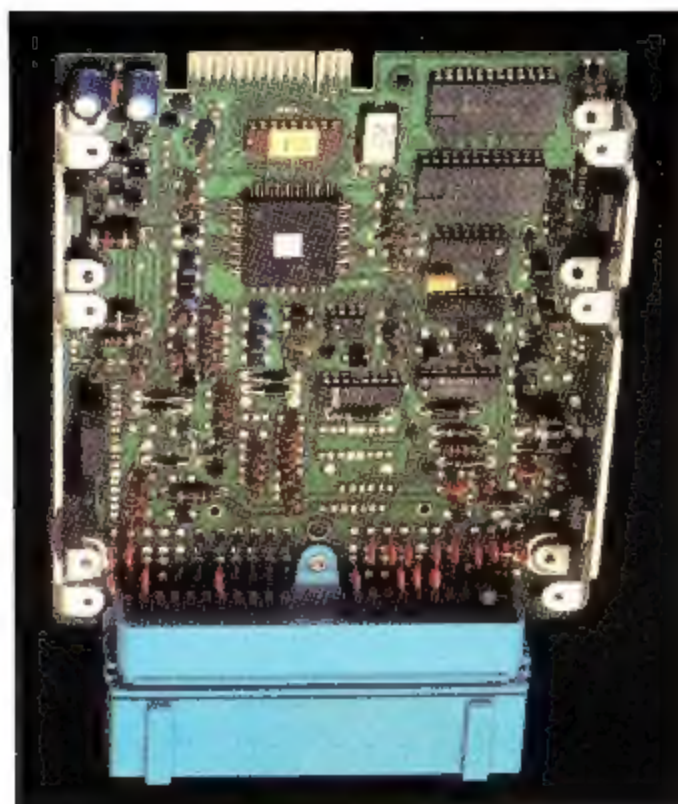
POWER AND EFFICIENCY

Ford high tech under the Ranger hood

High technology makes possible sophisticated power componentry in Ranger. Among its technological advancements are the amazing EEC-IV electronic engine control system, electronic fuel injection (EFI) and Ford's innovative Automatic Overdrive transmission. High tech means great truck performance for you, and that's Ford Ranger!

EEC-IV: one of the world's most advanced automotive computers.

Ranger's gasoline powerplants benefit from the EEC-IV computer, a fourth-generation, state-of-the-art, microprocessor-based engine control system capable of processing thousands of operations per second. EEC-IV adjusts the air/fuel mixture and ignition timing for quick cold starts. On the road, it constantly senses what the truck is being asked to do, then balances the air/fuel mixture and timing for optimum power, response and efficiency.



EEC-IV engine control system

4-cylinder economy

The standard engine for most Rangers is the 2.3L 4-cylinder with multi-port electronic fuel injection, a husky truck engine with an overhead cam design. The major advantage of fuel injection is more efficient use of fuel, accomplished by the precise high-pressure injection of fuel directed in front of each intake valve. The engine includes new hydraulic front (with Automatic Overdrive transmission) and rear engine mounts. Similar to those available on high-tech European cars like Mercedes, BMW and Ford Sierra, the hydraulic engine mounting system improves ride by dampening

vibration and shock. For optimum fuel economy, see your dealer for availability of the 2.0L 4-cylinder engine and 5-speed manual overdrive transmission. They're standard with limited edition Ranger models.

Ranger V-6 — top power in its class!

The responsive Ranger 2.8L V-6 engine with EEC-IV (see left) is available for both 4x4 and 4x2 models. It's the most powerful V-6 in Ranger's class, appreciated for the tough jobs and the demands of off-roading where the low-end V-6 torque capabilities really pay off.



Now available — Automatic Overdrive!

In addition to the 5-speed manual overdrive transmission, standard with all engines, Ford's innovative Automatic Overdrive (AOD) is optional. AOD's biggest advantage is that in overdrive 4th gear, torque is transmitted by way of direct (100%) mechanical linkup, which eliminates power-wasting hydraulic slippage. In overdrive gear, engine rpm are cut by about one-fourth to decrease fuel consumption. And because the engine works easier, engine wear is reduced. Another benefit of AOD is manual-select 2nd gear start-up. It helps get the vehicle going on slippery surfaces. See chart at right for complete transmission applications.



Ranger undergoes rigorous testing at Ford's Arizona Proving Ground.



Standard 5-speed manual overdrive transmission

Efficient transfer case (4x4) lets you shift "on the fly"

The easy-to-operate 2-speed, part-time transfer case is chain-driven in the 4-wheel-drive mode with special gears for low-effort shifting and positive engagement. With the wheel hubs locked, shifting "on the fly" is easy. You can go from 2-wheel high to 4-wheel high and back to 2-wheel high any time you like to best suit driving conditions.

Lubrication is provided by a constant-displacement hydraulic pump. This permits Ranger to be towed for unlimited distances at speeds up to 55 mph without disconnecting the driveshafts or lifting the front wheels off the ground. Not all 4-wheel-drive vehicles have this capability.

Ranger pickup powerteams*

Engine	Transmission	Final Drive Ratios	
		49 States	High Altitude
4x2 2.0L I-4**	Manual 5-speed OD	3.45	—
2.3L I-4 EFI†	Manual 5-speed OD	3.08, 3.45, 3.73	3.45, 3.73
2.3L I-4 EFI†	Automatic Overdrive	3.73, 4.10	—
2.8L V-6	Manual 5-speed OD	3.08, 3.45, 3.73	3.45, 3.73
2.8L V-6	Automatic Overdrive	3.45, 3.73	3.73
4x4 2.3L I-4 EFI†	Manual 5-speed OD	3.45, 3.73	3.73
2.8L V-6	Manual 5-speed OD	3.45, 3.73	3.73
2.8L V-6	Automatic Overdrive	3.73, 4.10	4.10

*See your Ford dealer for specific usage, Traction-Lok rear axle and Chassis-Cab applications.

**Restricted availability. See your Ford Dealer.

†Electronic Fuel Injection

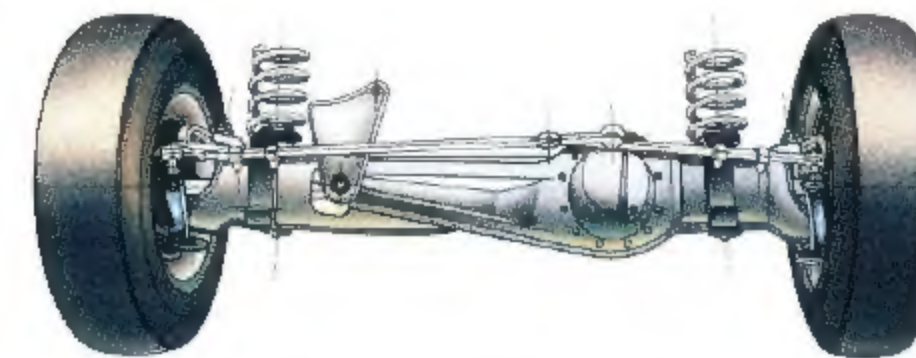
Gas Mileage

1985 EPA mileage estimates were not available at the time this catalog was approved for printing. As soon as EPA figures are released, your Ford Dealer will be among the first to receive this information and will be happy to pass it along to you.

RIDE AND HANDLING

Twin-I-Beam independent front suspension

Famous Ford Twin-I-Beam independent front suspension (4x2) is designed for both ruggedness and ride. Each wheel has its own forged I-beam axle and separate big coil spring. The wheels step over bumps independently for a smooth ride — and you get the strength of two forged I-beam axles. Twin-I-Beam includes lubed-for-life ball joints and adjustable camber.



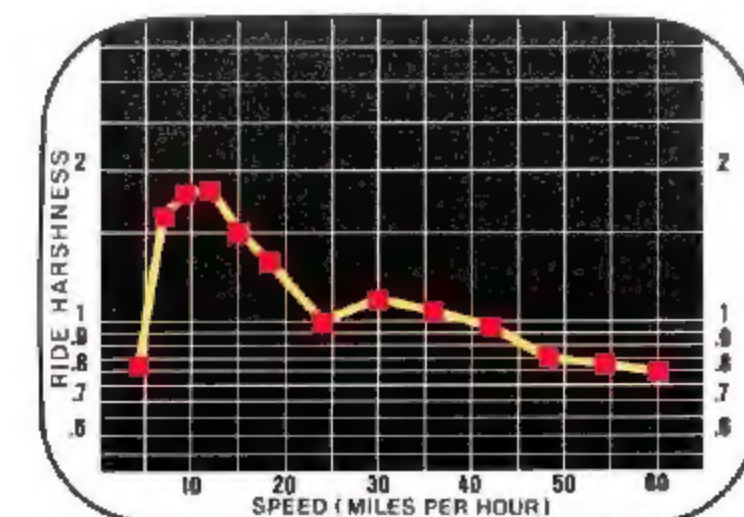
4x4's Twin-Traction Beam front suspension

Twin-Traction Beam independent front suspension

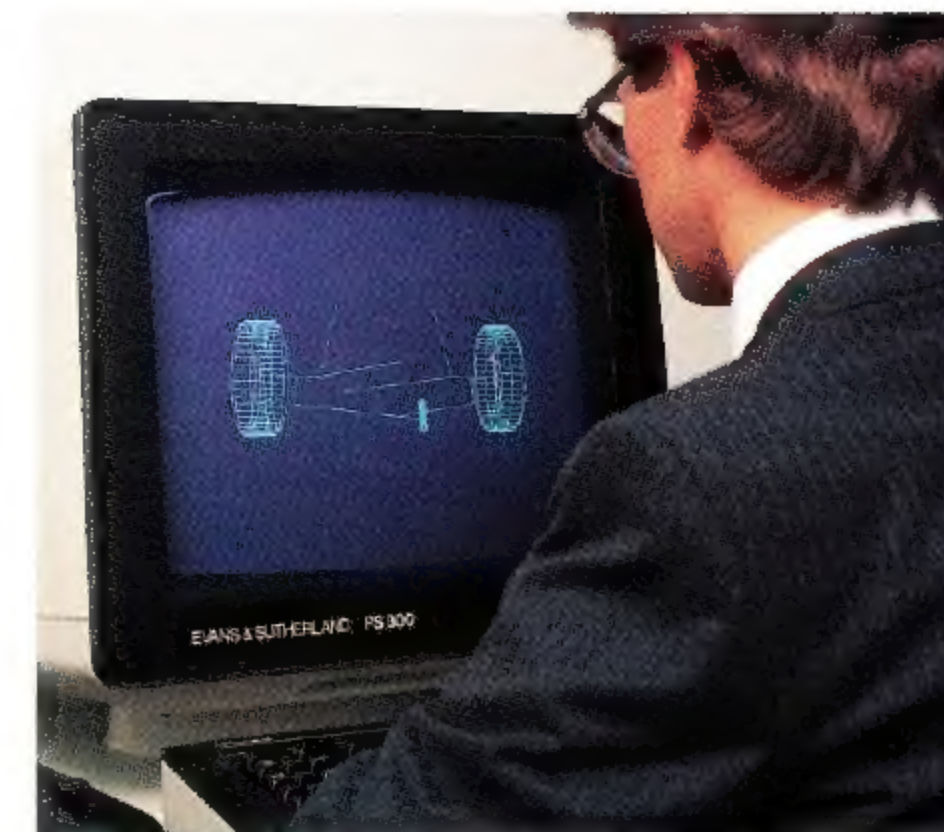
Twin-Traction Beam has helped Ford 4x4s over the rough spots for years. It allows the front driving wheels to climb over bumps independently for an improved ride and better off-road control than conventional solid-axle-with-leaf-spring designs. The axle shaft U-joints are lubed for life, and the axle slip yoke is protected with a boot. The adjustable camber can be set for specific vehicle usage.

Choice of manual or automatic locking 4x4 hubs

For serious 4x4 enthusiasts, the standard free-running front hubs are the manual locking type. In 2-wheel drive with the hubs unlocked, the front axles and driveshaft remain motionless, reducing friction and wear. Front hubs also have a special flange mount design which allows for easy wheel end service. Popular, optional automatic locking hubs allow you to switch to the extra traction of 4-wheel drive without leaving the driver's seat.

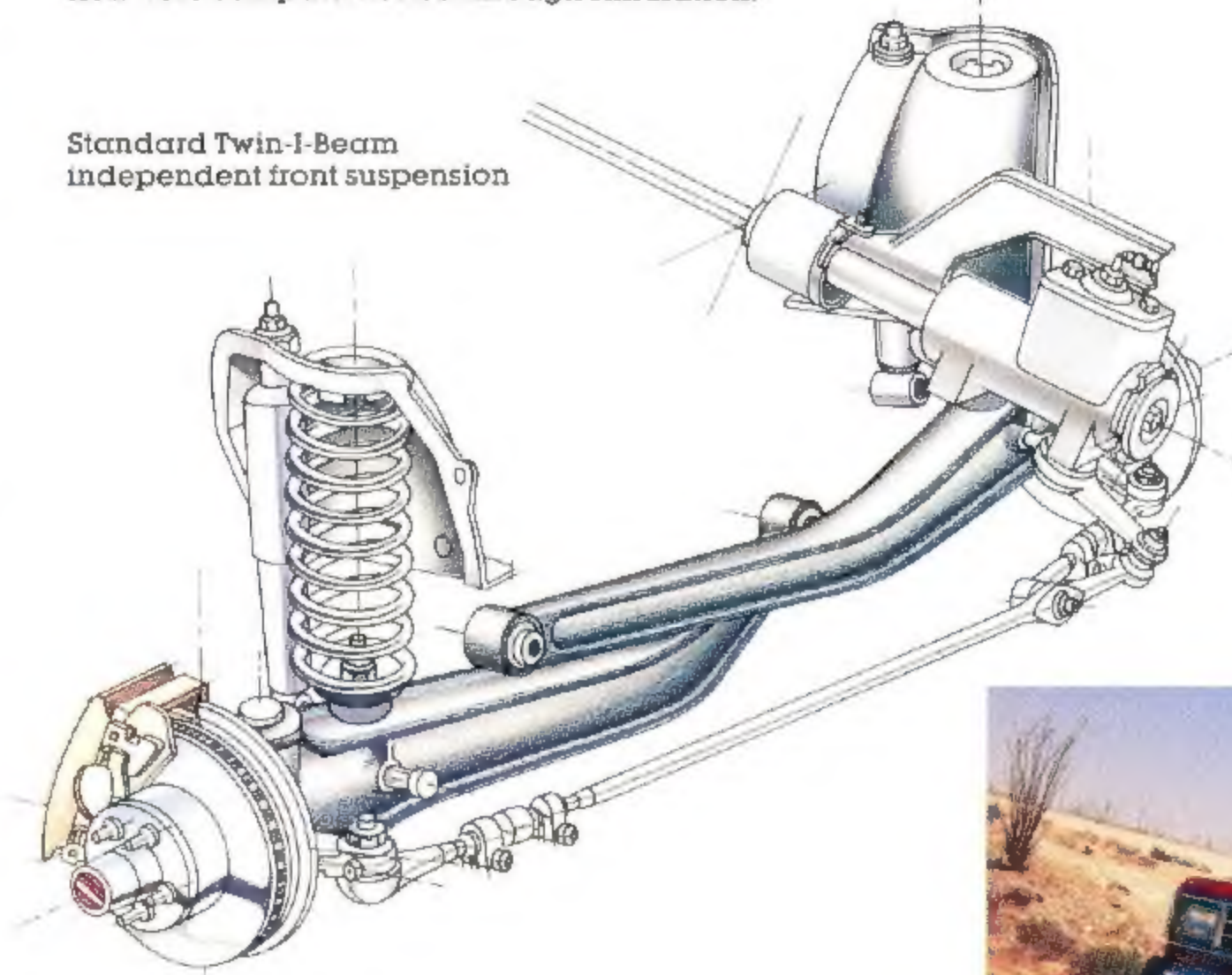


This computer plot reveals to design engineers the optimum ride characteristics by analyzing vertical forces on occupants at various speeds.



Components of Ranger's Twin-I-Beam front suspension were computer-tested through simulation.

Standard Twin-I-Beam independent front suspension



Computer-aided suspension design

Well before the first Ranger prototype was built, Ford engineers were putting the vehicle through maneuvers to analyze performance characteristics which affect ride and handling. These important tests were not conducted on any track, but rather on a computer screen, using Total Vehicle Simulation to analyze ride quality and handling response.

The benefits of computer simulation are great. This state-of-the-art technology allows the engineers, in a real sense, to "quantify" quality. With the ability to analyze a wide variety of design

configurations, they can determine the best vehicle performance based on concrete data. Virtually eliminated is the "seat of the pants," trial and error approach which depends on the subjectivity of opinion and "best guesses."

Total Vehicle Simulation optimizes key ride- and handling-related components (front and rear springs, shock absorbers, stabilizer bars, etc.) to obtain what Ford engineers feel is the right combination of ride quality and handling maneuverability. By analyzing the effects of vertical forces on the driver and passengers over numerous rough road surfaces, the best design for riding comfort is determined. Ranger's impressive road manners are a result of its computer-born engineering.



Power Hop Hill tests the ability of Ranger's drive train components to withstand severe shock loading at Ford's Arizona Proving Ground.



FORD RANGER ENVIRONMENT

Ranger ergonomics

The science of ergonomics involves the close relationship of the driver to the truck. In

Ranger climate control

High-low flow-through ventilation and a 4-speed fan promote environmental comfort

Ranger entertainment systems

An AM radio is standard equipment in all Ranger series.* In addition, optional AM/FM

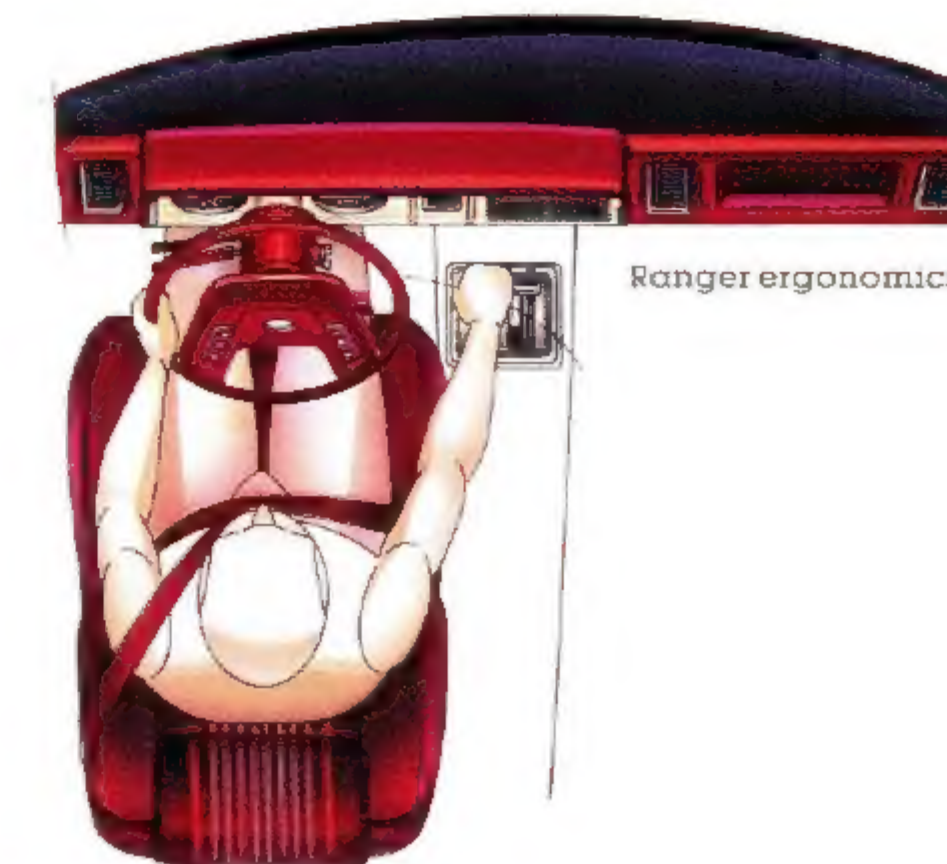


Ranger, applied ergonomics puts the driver in full command with sensible, convenient placement of all controls, instruments and lights. Windshield wiper/washer, turn signals and high-beam controls are mounted on the steering column at the driver's fingertips (the horn is on the steering wheel hub). Instruments and warning lights are well positioned and a handy instrument panel storage bin and glove compartment are standard.

The Ranger cab

Ranger's roomy cab, the widest of any compact pickup, seats three abreast. Head room is rated at 39.2 inches with "driver command" seating, which also allows 42.4 inches in leg room. The full foam bench seat features a Flex-o-lator spring design for driving or riding comfort. High support is firm enough to prevent passengers from sliding forward, but not so firm as to reduce circulation to the lower legs and feet. Seat edges are reinforced to reduce sagging, and the seat back provides a comfortable angle of 21 degrees. The seat back also folds forward for behind-seat access and seat travel can be adjusted fully 5½ inches forward or back.

The AM/FM electronic stereo radio with cassette



Ranger ergonomics

and four instrument panel air registers provide multi-directional air flow to driver and passengers. Ranger's climate control system features cable operation to open and close the duct doors which direct the flow of air and adjust temperature by mixing air. And three defroster ducts help clear the view quickly and completely.

stereo radio with or without cassette tape player may be selected. An electronic AM/FM stereo radio with cassette tape player and two rear speakers is offered as well.** It includes a seek function and the Dolby® noise reduction system, as well as left-right balance and front-rear fader controls. And for the ultimate sound from the other two stereo radio choices, the premium sound system option** includes power amplifier and dual rear speakers for full-size entertainment in a compact pickup.

Ranger convenience options

Ranger proves that you don't have to go to a full-size truck to get the comfort and convenience items you want. Ranger's optional equipment (page 16) offers popular extras like power door locks and windows, overhead console, tilt steering wheel, speed control, tilt-up/open-air roof, Convenience and Light Groups, air conditioning, and more. These options allow you to outfit Ranger with the right combination of equipment for you.

*May be deleted for credit.
**Late availability. Ask your Ford dealer for details.

FORD RANGER XLT



XLT means top-of-the-line and it's clearly evident in Ranger XLT. Exterior cues include a chrome front bumper with black end caps. Full-length black lower bodyside molding with bright accent. Dual accent bodyside paint stripes and brushed aluminum tailgate applique. Interior touches include full cloth door trim with color-keyed molding and bright insert, carpeted lower portion and map pocket. A contoured bench seat with cloth seat trim, full color-keyed carpeting, leather-wrapped "A-frame" steering wheel with center horn blow, and vent windows with tinted side windows, among others. Compact Ranger XLT offers all the luxury you would expect to find in a full-size truck.

Below: Ranger XLT 4x4 shown with optional Deluxe Two-Tone paint, chrome rear step bumper with black end caps, bright low-mount western swingaway mirrors, 2.8L V-6 engine, cast aluminum wheels and raised white letter tires.



FORD RANGER XL



XL adds special appearance and comfort features to those of the standard Ranger. Exterior equipment: Bright wheelip moldings, bright rear window insert molding, deluxe wheel trim and chrome front bumper. Interior touches: Woodtone instrument cluster applique. Color-keyed cloth headliner. Contoured knitted vinyl bench seat. Color-keyed seat belts with tension eliminator feature. The floor mat is also color-keyed. There's a passenger door courtesy light switch, and more. XL is a built-tough Ranger that comes stylishly finished.

Below: Ranger XL 4x4 shown with optional 4x4 tape stripe, black rear step bumper, bright low-mount western swingaway mirrors, sliding rear window, 2.8L V-6 engine, cast aluminum wheels and raised white letter tires.



FORD RANGER XLS



Sporty Ranger XLS features special blackout exterior trim and distinctive "XLS" three-color tape stripe. Inside, reclining cloth and vinyl bucket seats are standard, and the leather-wrapped "A-frame" steering wheel highlights an interior that shares many of XLT's high-level appointments. Also standard with XLS is the Gauge Package, which includes ammeter, temperature and oil pressure gauges and a trip odometer. The addition of the 2.8 liter V-6 option gives XLS an extra measure of performance to go with its free-spirited style.

Below: Ranger XLS shown with optional black rear step bumper, 2.8L V-6 engine and cast aluminum wheels. Light bar and lights, grille guard, brush guard, and fog lamps are special Ford accessories that can be ordered through your Ford dealer.



STANDARD FORD RANGER



High-tech Ranger offers built-Ford toughness, a roomy interior and a lengthy standard equipment list. On the outside are a black front bumper and dual fold-away mirrors (right-hand convex). Chrome grille and windshield moldings. Argent styled steel wheels with bright aluminum hub covers. For 1985, all Rangers include a lower bodyside urethane anti-corrosion spray as standard. Inside, there's a vinyl bench seat with folding, covered seat back. An "A-frame" soft-feel steering wheel complements other color-keyed highlights on the instrument panel. And all these items are standard, too: stalk-mounted controls, instrument panel storage bin and glove box, inside hood release, day/night rearview mirror, AM radio (may be deleted for credit), driver's door courtesy light switch, dome lamp, and right-hand passenger assist handle.

Below: Standard Ranger shown with optional black rear step bumper.



RANGER UTILITY AND RECREATION

Ranger on the job

Ranger proves its "built Ford" toughness on the job site. The cab, front end sheet metal and pickup box feature all-welded construction, in which double walls are used extensively. Underneath is a rugged ladder-type frame. When equipped with optional Payload Package 3, Ranger 4x2 handles payloads up to 1,765 pounds.

Built into the pickup box inner side panels are special material support pockets. When two 2" by 6" boards are laid into these, Ranger accommodates up to 500 pounds of 4' by 8' panels *flat* (tailgate lowered). To help secure the load, four stake pockets with rope-tie holds are provided. And, for extra convenience, the tailgate can be easily removed.

Snow plowing with Ranger

The Snow Plow Special Package prepares long-wheelbase Ranger 4x4 for plow installation. It includes a 2,750-pound front GAWR and a heavy-duty frame. Heavy-duty front springs, too, with an air bag to make them adjustable. Front and rear shock absorbers are also heavy-duty. A 60-amp. alternator and an auxiliary transmission oil cooler for the required automatic transmission are included, as well as the 1,610-pound payload package.

Ranger Chassis-Cab

For specialized vehicle requirements, Ranger Chassis-Cab allows the addition of aftermarket bodies to suit a wide range of individual job needs. It's available with long-wheelbase 4x2 models and includes the 2.3L engine with electronic fuel injection (or optional 2.8L V-6 with Payload Package 3) and 5-speed manual overdrive transmission (Automatic Overdrive transmission is available with the 2.8L engine). The 4x2 Chassis-Cab's payload capacity is 2,205 pounds with optional Payload Package 3. In addition, pickup box removal is available for Payload Package 3 with long-wheelbase pickup models. Consult the 1985 Ford Chassis-Cab catalog or ask your Ford Dealer for details.

Ranger trailer towing

Ranger 4x2 is rated to tow trailers up to 5,100 pounds when properly equipped, including the following options: 2.8L V-6 engine, automatic transmission, 3.73 axle ratio, P205/75R14 tires, and the Trailer Towing Package. Package includes the 1,755/1,765-pound payload package, super engine cooling, wiring harness and heavy-duty turn signal flasher. A similar package is offered for 4x4 models. Also recom-

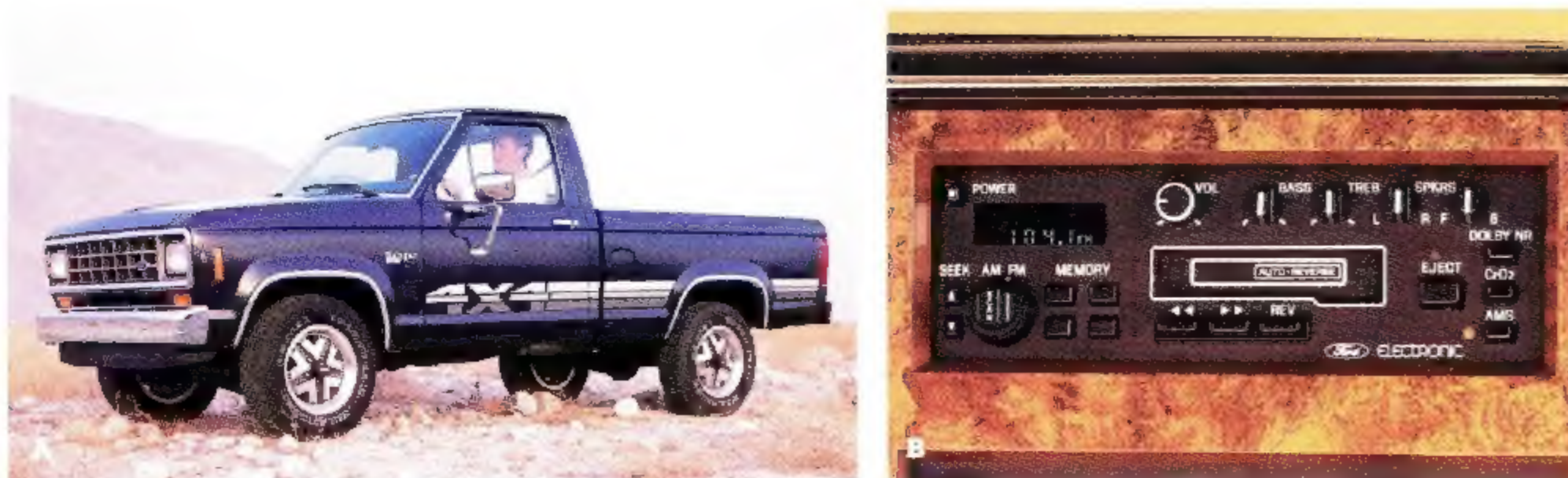
mended are the heavy-duty battery, rear step bumper (for trailers up to 2,000 pounds) and the gauge package.

Ranger for leisure

A special Camper Package prepares Ranger for aftermarket camper applications. It includes front and rear stabilizer bars, heavy-duty shock absorbers, the optional 1,755/1,765-pound payload package, heavy-duty springs, P205/75R14SL BSW all-season tires, and selected

minimum axle ratio. Content varies slightly depending on engine and transmission choice. Heavy-duty battery, 2.8L engine with automatic transmission, super engine cooling, gauge package and low-mount western swingaway mirrors are recommended. A similar package is offered for 4x4 models. Consult the 1985 Ford Recreation Vehicles catalog for details on required or recommended equipment for trailer towing or camper applications.





FORD RANGER OPTIONS

Appearance

- ☐ Headliner. Includes color-keyed cloth headliner, headliner moldings, cowl side trim panels, rear window moldings, aluminum scuff plates.
- ☐ Sport tape stripe, tri-color.

(A) 4x4 tape stripe.

- ☐ Regular Two-Tone paint.
- ☐ Deluxe Two-Tone paint.
- ☐ Special Two-Tone paint.

NOTE: See page 17 for Two-Tone paint illustrations.

Audio

- ☐ AM/FM stereo radio.*
- ☐ AM/FM stereo with cassette tape player.*
- (B)** Electronic AM/FM stereo radio with cassette tape player and two rear speakers.*†
- ☐ Premium sound system. Includes power amplifier and dual rear speakers.†
- ☐ Radio credit option (deletes AM radio for credit).

*Includes dual instrument panel speakers.
†Late availability. Ask your Ford Dealer for details.

Comfort/convenience

- ☐ Air conditioning.
- (C)** Black rear step bumper (includes black end caps

when ordered in combination with XLT trim or Exterior Protection Group).

- ☐ Chrome rear step bumper with black end caps.
- ☐ Convenience Group. Includes dual electric horns, interval windshield wipers, passenger's visor vanity mirror and, with standard trim, a driver's sun visor band. Also includes cigarette lighter with standard or XLS trim on 4x2 models.
- ☐ Tinted glass all around.
- ☐ Light Group. Includes ashtray, cargo box, glove box, engine compartment lights, headlights-on warning buzzer and, with standard and XLS trim, a passenger door courtesy light switch.
- ☐ Floor console. Includes gauge package, graphic display module, cassette tape tray, coin holder, storage bin.
- ☐ Overhead console. Includes pivoting map light and electronic digital clock.
- (D)** Mirrors, bright, low-mount western swingaway, right-hand convex, 8" x 5".
- ☐ Power steering.
- ☐ Power brakes.
- ☐ Power window/lock group. Power windows and door locks. See your dealer for availability.
- ☐ Tilt steering wheel.
- ☐ Speed control.

(E) Sliding rear window. Includes tinted glass.

- ☐ Cargo tie-down hooks (8).
- ☐ Pivoting vent windows. Includes tinted vent and side window glass.
- ☐ Tilt-up/open-air roof. Glass can be opened or completely removed.

Seats

- ☐ Reclining bucket seats, cloth and vinyl. See page 8.

Seat trim

- ☐ Knitted vinyl contoured bench seat.
- ☐ Cloth and vinyl bench seat.
- ☐ Cloth contoured bench seat.

Performance

- ☐ Payload Packages up to 1,765 lb. See page 18 for payload information.
- ☐ 2.0 liter I-4 engine (limited-edition 4x2s).
- ☐ 2.8 liter V-6 engine.
- ☐ Automatic Overdrive transmission.
- ☐ Heavy-duty air cleaner.
- ☐ Heavy-duty battery, 63 amp-hr. maintenance free.
- ☐ Camper Package. See page 14.
- ☐ Super engine cooling. Included in Towing Package.
- ☐ Auxiliary fuel tank. 13.0-gallon aft-of-axle tank in addition to standard midship tank. Includes gauge package, in-box spare tire carrier with lock and cigarette lighter.
- ☐ Gauge Package. Includes ammeter, oil pressure gauge, temperature gauge and trip odometer.
- ☐ Engine block heater, 600-watt element.
- ☐ Heavy-duty shock absorbers. Double-acting telescopic, front and rear.
- ☐ Tow hooks. Two with 4x4 models, replace spoiler.
- ☐ Trailer Towing Package. See page 14.
- ☐ Snow Plow Special Package (4x4 models). Page 14.
- ☐ Automatic locking hubs. 4x4 models.
- ☐ Traction-Lok rear axle, 3.45, 3.73 and 4.10 on 4x2; 3.73 and 4.10 on 4x4 (See your dealer for usage).
- ☐ Limited slip front axle (4x4 models).
- ☐ Heavy-duty front suspension (4x4 models). 2,750-lb. GAWR includes heavy-duty front springs with air bag, heavy-duty frame and heavy-duty front and rear shock absorbers, auxiliary transmission oil cooler with Automatic Overdrive, 1,600-pound payload package, 3.45 axle with 2.8L engine and 5-speed transmission on long-wheelbase models.
- ☐ Handling Package. Includes heavy-duty front and rear shock absorbers and front and rear stabilizer bars (rear only with 4x4 models).
- ☐ Skid plates (4x4 models).
- ☐ High-altitude emissions system.

Protection

- ☐ Security Lock Group. Includes glove box lock, locking gas cap(s) and underbody spare tire carrier lock.
- ☐ Exterior Protection Group. Includes chrome front bumper with end caps, black front bumper guards and black upper bodyside molding with dual red accent stripes.
- ☐ Chrome front bumper without end caps.

Wheels

- (F)** Cast aluminum wheels (4). For 4x2 models. 4x4 wheels are shown on pages 4 and 11.
- (G)** White sport wheels (5).
- (H)** Deluxe wheel trim.
- ☐ Cast aluminum spare wheel (4x4 models).

A word about Ford options

Some of the equipment shown or described throughout the catalog is available at extra cost.

TWO-TONE PAINT WITH TAPE STRIPE



Regular Two-Tone Paint. Accent color is applied to the lower bodyside/tailgate. Includes two-color tape stripe. Not available with XLS.



Deluxe Two-Tone Paint. Accent color is applied to mid-bodyside/tailgate. Includes upper and lower two-color tape stripes. Not available with XLS.



Special Two-Tone Paint. Accent color is applied to mid-bodyside, inside pickup box, rear of roof and B-pillar, back of cab and tailgate. Includes upper and lower two-color tape stripes. Lower two-color tape stripe and rocker panel paint is replaced by XLS tape stripe when ordered with XLS trim.
NOTE: See your Ford Dealer for available Two-Tone color combinations.

■ Body Color □ Accent Color

INTERIOR COLOR CHOICES

Regatta Blue Canyon Red Tan

EXTERIOR PAINT COLORS



Raven Black



Silver Metallic



Light Canyon Red



Midnight Blue Metallic



Light Regatta Blue



Dark Canyon Red



Bright Regatta Blue Metallic Wimbledon White



Light Desert Tan



Dark Charcoal Metallic



Walnut Metallic



Dark Spruce Metallic

FORD RANGER DIMENSIONS

(Standard Vehicle, Unloaded) Inches

Interior Compartment

Head room	39.2
Shoulder room	55.5
Hip room	54.8
Leg room	42.4



Overall height (OAH)
64.0 (67.1 4x4)

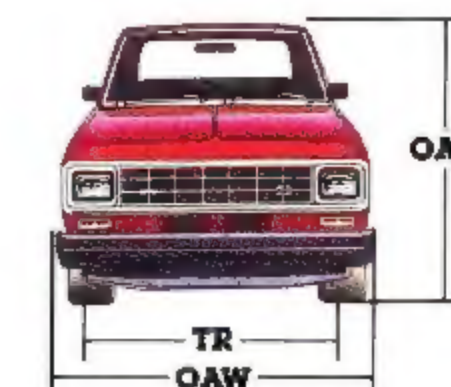
Front tread (TR) 55.0 (56.5 4x4)

Rear tread (TR) 54.6 (55.1 4x4)

Overall width (OAW) 66.9

Cargo Compartment

Box length at floor	72.2
SWB	84.2
LWB	54.3
Maximum inside width at floor	16.5
Box depth	16.5
Cargo volume (does not include allowance for wheelhouses)	37.4 cu. ft.
SWB	43.5 cu. ft.
LWB	



Turning diameter
SWB 36.7 ft. (36.4 4x4)
LWB 38.4 ft. (38.2 4x4)

Wheelbase (WB)
SWB 107.9 LWB 113.9

Overall length (OAL) SWB 175.6 LWB 187.6

Axle clearance (AC) 6.6 (6.8 4x4)



Attractive new Ford Explorer Packages for 1985

Known for their distinctive appearance and added value, Ford Explorer Package choices are now better than ever. Choose Explorer Packages A, B, C or D (Package "D" shown). They're available on Ranger 4x2 and 4x4 models. See your Ford Dealer for complete details.

FORD RANGER SPECIFICATIONS

		4x2		4x4	
		107.9" WB	113.9" WB	107.9" WB	113.9" WB
Maximum GVWR		4,400 lb.	4,440 lb.	4,440 lb.	4,480 lb.
Frame	STD.	Ladder-type			
Axle, Front	STD.	Twin-I-Beam 2,200 lb.		Twin-Traction Beam 2,750 lb.	
Axle, Rear	STD.	2,700 lb.		2,700 lb.	
	OPT.	3,200 lb. (1) Traction-Lok 2,700 lb. & 3,200 lb.		Front: Limited Slip (2,750 lb.) Rear: Traction-Lok (2,700 lb.)	
Brakes	STD.	Manual front disc/rear drum		Power	
	OPT.	Power (2)		—	
Clutch Dia.	STD.	9 in. hydraulic			
Engine Fan	STD.	Viscous type			
Electrical: Battery (amp-hr.)	STD.	45 (maintenance-free)			
Alternator	OPT.	63 (maintenance-free)			
	STD.	40 (60 w/AC)			
Engine (displ.)	STD.	2.3 liter I-4 EFI (2.0 liter in limited quantity; see your dealer for availability)		2.3 liter I-4 EFI	
	OPT.	2.8 liter V-6 (3)		2.8 liter V-6	
Fuel Tank Cap.	STD.	15.2 gal.	17.0 gal.	15.2 gal.	17.0 gal.
	OPT.	13.0 gal. additional capacity (4)			
Pickup Box	STD.	Double-wall sides and tailgate, all welded construction			
Nominal Box Length	STD.	6'	7'	6'	7'
Shock Absorbers, Front and Rear	STD.	Dual-acting telescopic (1 in.) staggered in rear (5)			
	OPT.	HD			
Springs, Front Rear (Combined rating at ground)	STD.	(Coil) 1,835 lb.		1,940 lb.	
	STD.	(Leaf) 2,040 lb. with pickup, 2,582 lb. with Chassis-Cab		2,070 lb.	
ALL SPRINGS COMPUTER-SELECTED					
Steering (no-lube linkage)	STD.	Manual			
	OPT.	Power (required with 2.8L engine and limited-slip front axle)			
Transmission	STD.	5-speed manual overdrive			
	OPT.	Automatic Overdrive (with 2.3L I-4 EFI or 2.8L V-6) (6)		Automatic Overdrive with 2.8L V-6	
Wheels: Type/Rim	STD.	Argent styled steel, 5-hole, 14x5.0 (7)		15x5.5	
	OPT.	4 cast aluminum, 14x6.0		15x6.0	
	OPT.	5 white sport, 14x6.0		15x6.0 (set of 4)	
Tires	STD.	4 P185/75R-14SL Steel-belted (includes full-size spare in most models)		5 P195/75R-15SL Steel-belted (includes full-size spare)	
	OPT.	Steel-belted radials in sizes to match GVWR requirements. Use adequate tires for type of service. Consult your Ford Dealer.		Steel-belted radials in sizes to match GVWR requirements. Use adequate tires for type of service. Consult your Ford Dealer.	

(1) With Payload Package 3 and Chassis-Cab only. (2) Available with Payload Package 1. Standard with Chassis-Cab. (3) Required with Chassis-Cab in combination with Payload Package 3. (4) Not available with Chassis-Cab. (5) 1.375 in. with Chassis-Cab Payload Package 3. (6) With 2.8L V-6 only on Chassis-Cab. (7) 14x5.5 with Pickup Payload Packages 2 and 3, P205/75R14 tires and Chassis-Cab Payload Packages 1 and 2. 14x6.0 with Chassis-Cab Payload Package 3.

FORD RANGER PICKUP INTERIOR TRIM CONTENT

	STANDARD	XL	XL7	XLS
Instrument Panel with Color-Keyed Pad and Finish Panel	Brushed pewter-tone cluster applique, color-keyed flocced storage bin	Woodtone cluster applique, color-keyed flocced storage bin	Woodtone cluster applique, color-keyed flocced storage bin	Brushed pewter-tone cluster applique, color-keyed flocced storage bin, trip odometer
Lower Instrument Panel	Black	Color-keyed	Color-keyed	Color-keyed
Tri-Color Heater Control Lens	STD	STD	STD	STD
Stalk-Mounted Controls	STD	STD	STD	STD
Gauge Package	OPT	OPT	OPT	STD
Color-keyed, soft feel "A-Frame" Steering Wheel (center horn blow)	STD	STD	Leather-wrapped	Leather-wrapped
Day/Night Rearview Mirror	STD	STD	STD	STD
Cigarette Lighter	OPT* (STD 4x4)	STD	STD	OPT* (STD 4x4)
AM Radio (may be deleted for credit)	STD	STD	STD	STD
Color-Keyed Cloth Headliner	OPT (textured steel STD)	STD	STD	STD
Passenger Assist Handle, RH	STD	STD	STD	STD
Dome Light	STD (black bezel)	STD (bright bezel)	STD (bright bezel)	STD (bright bezel)
Color-Keyed Sun Visors	STD	STD with visor band	STD with visor band	STD with visor band
Pivoting Vent Windows	OPT	OPT	STD (with tinted side windows)	STD (with tinted side windows)
Door Courtesy Light Switch	LH (RH optional**)	LH and RH	LH and RH	LH (RH optional**)
Door Trim	Full color-keyed vinyl	Full color-keyed vinyl	Full color-keyed cloth with carpet insert and map pocket	Full color-keyed cloth with carpet insert and map pocket
Seating	Vinyl bench seat with folding, covered seat back	Contoured knitted vinyl bench seat with folding, covered seat back	Contoured cloth bench seat with folding, covered seat back	Contoured cloth and vinyl reclining bucket seats
Seat Belts	Black	Color-keyed with tension eliminator	Color-keyed with tension eliminator	Black
Floor Covering (includes insulation)	Black vinyl-coated rubber floor mat	Color-keyed vinyl-coated rubber floor mat	Full color-keyed carpeting	Full color-keyed carpeting including lower cab back panel
Scuff Plates	Black	Aluminum	Aluminum	Aluminum

*Available on 4x2 with Convenience Group option.
**Available with Light Group option. Cargo light is standard with XLS and included on Ranger XL and XL7 with optional bucket seats.

FORD RANGER PAYLOAD PACKAGE SELECTOR

Model	Package No.	Payload*	GVWR	Tires (Minimum)
RANGER 4x2				
4x2 SWB	1	1,215 lb.	3,800 lb.	P185/75R-14SL Std.
4x2 SWB	2 Opt.	1,605 lb.	4,240 lb.	P195/75R-14SL**
4x2 SWB	3 Opt.	1,755 lb.	4,400 lb.	P205/75R-14SL**
4x2 LWB	1	1,200 lb.	3,820 lb.	P185/75R-14SL Std.
4x2 LWB	2 Opt.	1,615 lb.	4,280 lb.	P195/75R-14SL**
4x2 LWB	3 Opt.	1,765 lb.	4,440 lb.	P205/75R-14SL**
RANGER 4x4				
4x4 SWB	1	1,215 lb.	4,000 lb.	P195/75R-15SL
4x4 SWB	2 Opt.	1,625 lb.	4,440 lb.	P195/75R-15SL
4x4 LWB	1	1,220 lb.	4,060 lb.	P195/75R-15SL
4x4 LWB	2 Opt.	1,610 lb.	4,480 lb.	P195/75R-15SL
RANGER 4x2 CHASSIS-CAB				
4x2 LWB	1	1,755 lb.	4,280 lb.	P195/75R-14SL Std.
4x2 LWB	2 Opt.	1,905 lb.	4,440 lb.	P205/75R-14SL**
4x2 LWB	3 Opt.	2,205 lb.	4,880 lb.	P215/75R-14SL**

*Maximum allowable weight of people, cargo, body and equipment.
Reduced by optional equipment weight.
**Required at extra cost.

BASE CURB WEIGHT (LB.)

	4x2			4x4		
Wheelbase	Front	Rear	Total	Front	Rear	Total
107.9	1,560	1,025	2,585	1,691	1,093	2,784
113.9	1,563	1,061	2,614	1,721	1,119	2,840
Chassis-Cab 4x2 113.9	1,663	859	2,522	—	—	—

SAFETY FEATURES AND OWNER INFORMATION

A commitment to safety

Safety, like quality, begins as an attitude, a way of thinking that's fundamental in shaping a vehicle's structure and components from the drawing board to assembly.

Occupant safety

Ford commits enormous resources every year to the development and testing of all truck lines and their occupant protection features.

Body structures are carefully designed from the start with passenger safety as a primary concern. After they are validated for theoretical soundness, structures are assembled into prototype vehicles and subjected to exhaustive crash testing.

Operating safety

This term applies to a vehicle's ability, with the aid of the driver, to avoid an accident.

Ford trucks are engineered to do their part — provide suspension and steering systems designed for control, as well as a brake system that is designed to provide fast stopping action along with lade resistance.

Of course, it's up to the driver to make the best use of the vehicle's accident-avoidance equipment. This involves driving defensively, reacting in time, and such seemingly small things as properly regulating the ventilation system (to help the driver stay alert).

Get it together — buckle up.

Ford Motor Company strongly encourages all passengers to use their safety belts.

In Ford trucks, outboard front seat lap and shoulder belts have automatic retractors. Outboard rear seat positions (F-Series SuperCab and Crew Cab) also have lap belts with retractors.

Ford urges the use of child and infant restraints, even in states where they are not required by law. Ford's easy-to-install Tot-Guard (for children 20 to 50 pounds) and Infant Carrier (for children up to 20 pounds) are available at all Ford Dealers. If a child restraint requires a top tether, Ford trucks provide for special anchorages.

FORD RANGER LIFEGUARD DESIGN SAFETY FEATURES

Vehicle operation

- Safety rim wheels and load-rated tires
- Split service hydraulic brake system with warning light
- Corrosion-resistant brake lines
- Turn indicator lever with lane-changing signal feature
- Hazard warning flasher
- Backup lights
- Side marker lights
- Parking lights coupled with headlamps
- Two-speed windshield wipers
- Windshield washers
- Outside rearview mirrors
- Glare-reduced instrument panel, windshield wiper arms and windshield pillars
- Uniform transmission shift quadrant with starting switch (on all vehicles equipped with automatic transmissions)
- Continuously variable control illumination intensity (instrument cluster lighting)
- Safety hood latch system
- Function-rated windshield defroster system

Occupant protection

- Safety-designed front end structure
- Safety-designed roof structure
- Two-position door safety latches
- Integral lap and shoulder belts with automatic retractors for outboard occupants
- Positive seat belt fastening reminder warning light and buzzer for the driver's seat
- Lap belt for center front passenger
- Energy-absorbing steering column and steering wheel
- Energy-absorbing armrests and safety-designed door handles
- Energy-absorbing instrument panel with padding
- Energy-absorbing sun visors
- Safety glove box latch

- Inside yieldaway rearview mirror
- Impact-absorbing laminated safety glass windshield
- Flame-resistant interior materials
- Safety-designed coat hook
- Safety-designed radio control knobs and push buttons

Anti-theft

- Locking steering column with key warning buzzer reminder (with push button for key release)
- Visible vehicle identification number



As part of Ford Motor Company's commitment to your total satisfaction, participating Ford Dealers offer the Free Lifetime Service Guarantee. They stand behind their work, in writing, for as long as you own your truck. This guarantee covers virtually every repair you pay for after your new vehicle warranty expires. Now when you pay for a covered repair once, you never have to pay for the same repair again. Ever. The dealer who did the work will fix it free. Free parts. Free labor.

While it doesn't cover routine maintenance parts, belts, hoses, sheet metal or upholstery, this limited warranty does cover thousands of parts in normal use.

No other car company's dealers, foreign or domestic, offer this kind of security. Nobody.

See your participating Ford Dealer for details.



Ford Motor Company's optional Extended Service Plan covers major components on new Ford cars and light trucks for longer than the vehicle's basic warranty. The cost is so moderate for the protection you get that it could pay for itself the first time you need it. Your Ford Dealer will be happy to detail the plan for you. Available on all cars and most light trucks, it is honored by more than 6,100 Ford and Lincoln-Mercury dealers nationwide and in Canada.



QUALITY REPLACEMENT PARTS FROM FORD

Genuine Ford and Motorcraft original equipment replacement parts are precision engineered and manufactured to Ford specifications to deliver top-level performance in all Ford-built cars and trucks. The Ford and Motorcraft brand names are your best assurance of quality and long-term satisfaction because these replacement parts meet the same high standards as those installed in production, and at Ford, "Quality is Job 1."

Scheduled maintenance

Ford wants to reduce both the frequency and cost of normal scheduled maintenance on its trucks to an absolute minimum. Here are some examples of scheduled maintenance for the Ford Ranger with the popular 2.8L V-6. For complete maintenance recommendations, refer to the Ranger Owner Guide.

Engine oil change	each 7,500 miles
Spark plug change	each 30,000 miles
Air filter replacement	each 30,000 miles
Engine coolant replacement	each 30,000 miles or 3 years

The commitment to quality by Ford and its dealers can save you money on repairs, too.

In addition to the Lifetime Service Guarantee, the Extended Service Plan and Ford and Motorcraft original equipment parts already described, Ford and Ford Dealers are working in other ways to save you money on repairs and help ensure your satisfaction.

Nationwide dealer network ready to assist you

Should your Ford car or truck need repair while you're traveling or away from home, the nearest servicing dealer

can be located simply by calling one of the toll-free numbers listed under "Ford-paid repair programs."

Specialized tools and equipment

The latest in diagnostic and service equipment designed especially for use in the repair of Ford Motor Company products is available. This equipment helps the technician make the repair properly so you won't have to come back a second time.

Continued service technician training

Dealership technicians are continuously updated on the latest techniques and procedures to help them keep your Ford car or truck running at its best.

Ford-paid repair programs after the warranty period

Sometimes Ford offers adjustment programs to pay all or part of the cost of certain repairs. These programs are intended to assist owners and are in addition to the warranty or to required recalls. Ask Ford or your dealer about such programs relating to your Ford or Lincoln-Mercury vehicle.

To get copies of any adjustment program for your vehicle or the vehicle of interest to you: Call Ford toll-free at 1-800-241-3673. Alaska/Hawaii call 1-800-241-3711 and in Georgia call 1-800-282-0959.

Or write Ford at:
Ford Customer Information System
Post Office Box 95427
Atlanta, Georgia 30347

We'll need your name and address, year, make and model vehicle, as well as engine size, and whether you have a manual or automatic transmission.

Technical service bulletins

All vehicles need repairs during their lifetime. Sometimes Ford issues technical service bulletins (TSBs) and easy-to-read explanations describing unusual engine or transmission conditions which may lead to costly repairs, the recommended repairs, and new repair procedures. Often a repair now can prevent a more serious repair later. Ask Ford or your dealer for any such TSBs and explanations relating to your Ford or Lincoln-Mercury vehicle.

To get copies of these technical service bulletins and explanations for your vehicle or the vehicle of interest to you: Call Ford toll-free at 1-800-241-3673. Alaska/Hawaii call 1-800-241-3711 and in Georgia call 1-800-282-0959.

Or write Ford at:
Ford Customer Information System
Post Office Box 95427
Atlanta, Georgia 30347

We'll need your name and address, year, make and model vehicle, as well as engine size, and whether you have a manual or automatic transmission.

Options availability

Options shown or described in this catalog are available at extra cost and may be offered only in combination with other options or subject to additional ordering requirements or limitations.

Product changes

Ford Division reserves the right to change product specifications at any time without incurring obligations. It is important to note also that some of the items shown on vehicles in this publication are available through retail organizations and establishments not connected with Ford Motor Company. Availability, price, quality and durability of these items rest solely with the respective manufacturers and their sales organizations, and Ford assumes no responsibility for their use.

"Ask your Ford Dealer"

Following publication of this catalog, certain changes in standard equipment, options, prices and the like, or product delays, may have occurred which would not be included in these pages. Your Ford Dealer is your best source for up-to-date information.

